

Response to the Stage 2 Consultation Working Paper – Robert Plant

1. Reporting

I would choose the regulatory option & option 3 (report compliance date on new or substantially refurbished and upgraded assets AND for specific assets only)

2. Equivalent Access

I would choose the regulatory option

3. Rideshare

I would choose the regulatory option. If we are going to be using Rideshare as an option for travel, it should have the same standards as a transport provider. This would ensure the safety for all passengers.

4. Dedicated School Buses

I would choose the regulatory option & option 2 (principles for dedicated school bus services) for a totally integrated society.

5. Better Communication of Accessibility Features

I would choose the regulatory option

6. Timely Provision of Information

I would choose the regulatory option

7. Real Time Communication

I would choose the regulatory option

8. Passenger Location During Journey

I would choose the regulatory option

9. From “Hearing augmentation on conveyances” through to 20. “Lifts: Reference for lift car communication and information systems”

As I use a powered wheelchair, there are other experts in this field and I’ll leave it for them to comment on these points

21. Information and Communication Technologies (ICT) Procurement

I would choose the regulatory option & option 4 (the transport standards would be amended to require compliance with AS/EN301529 2020)

22. Mobile Web Systems

I would choose the regulatory option & option 2. Please keep in mind there are several people with disabilities who have difficulty using mobile devices

23. Accessible Fare System Elements

I would choose the regulatory option & option 2

24. Doors on Access Paths

I would choose the regulatory option & option 2

25. Continuous Accessibility on Access Paths

I would choose the regulatory option

26. Flange Gaps

I would choose the regulatory option & option 2

27. Resting Points

As I use a powered wheelchair, there are other experts in this field and I'll leave it for them to comment on these points

28. Requirements for Handrails in Overbridges and Subways

I would choose the regulatory option as long as there is 1800mm or more between the handrails to allow passing between passengers

29. Location of Fare System Elements

I would choose the regulatory option and include considerations into the location of the signage, including passing

30. Allocated Spares and Priority Seating in Waiting Areas

I would choose regulatory option

31. Accessible Toilets with Equal Proportion of Left and Right Hand Configurations

As I get assistance to transfer to use the toilet, I'll leave this point for others to comment on

32. Emergency Call Buttons in Accessible Toilets

I would choose regulatory option & sub-option 1

33. Ambulant Toilets

I would choose regulatory option. If there is no unisex toilet and only gender-specific ambulant, it is difficult for people who need a carer to assist them who is of the opposite sex. This is something to consider when designing these toilets.

34. Lift Specifications and Enhancements

I would choose regulatory option

35. Specifications for Escalators and Inclined Travellators

As I am a powered wheelchair user, I cannot use stairs, escalators, or inclined travellators so I will leave this point for others to discuss (if at some point in the future, travellators could be designed to hold the weight for a powered wheelchair, this would make access much easier and alleviate the pressure on lifts).

36. Poles, Objects, and Luminance Contrast

As I use a powered wheelchair, there are other experts in this field and I'll leave it for them to comment on these points

37. Lighting

As I use a powered wheelchair, there are other experts in this field and I'll leave it for them to comment on these points

38. Signals and Process for Requesting Boarding Devices

I would choose the regulatory option & sub-option 2

39. Notification by Passenger of Need for Boarding Device

I would choose the regulatory option and for unbooked services, sub-option 1, and for calls & control buttons, sub-option 2 (should not have to book prior to needing service)

40. Portable Boarding Ramp Edge Barriers

I would choose the regulatory option and option 3

41. Boarding Ramp and Removable Gangway Definitions

I would choose the regulatory option

42. Removable Gangway Design – Ferries

I would choose the regulatory option

43. Nominated Assistance Boarding Points

I would choose the regulatory option & option 2

44. Identification of Lead Stops Policy Options

I would choose the regulatory option

45. Pontoon Boarding Points on Infrastructure

I would choose the regulatory option

46. Bus, Tram and Light Rail Boarding Points on Infrastructure

I would choose the regulatory option & option 2

47. Hail-and-Ride Boarding Points on Infrastructure

I would choose the regulatory option

48. Accessible Tax Ranks

I would choose the regulatory option and sub-option 3

49. Accessible Passenger Loading Zones On-Street

I would choose the regulatory option and sub-option 3 (there aren't many places in Brisbane CBD where you can unload a passenger with a disability, and they can easily access the footpath)

50. Accessible Parking Spaces in Infrastructure Off-Street Carparks

I would choose the regulatory option. In regards to the sub-options, I don't think it should be all or nothing. If there are 5 or less spaces, perhaps just 1 could be accessible.

51. Grabrails on Access Paths and Grabrails in Allocated Spaces

As I use a powered wheelchair, there are other experts in this field, and I'll leave it for them to comment on these points

52. Mobility Aid Movement in Allocated Spaces – Passive Restraints

I would choose the regulatory option to allow consistency across all modes of transport across Australia

53. Mobility Aid Movement in Allocated Spaces – Active Restraints

I would choose the regulatory option. I am happy to wear a restraint when all passengers are required to wear one, such as in a cab, but I do believe I should be restrained when other passengers are not required to be, such as on a bus. If something like this was made mandatory for wheelchair users across all public transport, it puts a lot of pressure on the driver to secure passengers in wheelchairs, which in turn increases the travel time for other passengers. This may lead to anger from other passengers which could then be directed at the person in the wheelchair. It also discriminates against wheelchair users if they must be restrained and regular passengers do not.

54. Appropriate Seats on Booked Services

I would choose the regulatory option.

55. Conveyance Dwell Times at Stops

This is a hard one to answer because it would really only work on buses where the driver can see

everyone. In trains, light rails, and ferries, the driver cannot see all passengers and would not know if the person with a disability was secured.

57. Stairs on Trains, 58. Stairs on Ferries, 59. Stairs on Buses

As I use a powered wheelchair, there are other experts in this field, and I'll leave it for them to comment on these points

60. Doorway Contrast and Height

I would choose regulatory option

61. Implementation Approach

I would choose option 2

Note:

Even though I have mostly picked regulatory options, a lot of the small providers will not be able to afford the outlay of these requirements. The federal government needs to provide an interest-free loan so that these providers can meet the new standards within a reasonable timeframe.

At some time, the government is going to have to look into regulations for motorised wheelchairs and mobility aids to make sure they can be used within the new transport and infrastructure. If we don't regulate the industry, we will be constantly upgrading standards to accommodate new sizes of mobility devices.